

EXCHANGES:
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The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST—
FAIR.
Barometer 30.09.

December 8, 1916. Temperature 6 a.m. 61° 2 p.m. 75°
Humidity 44° 34°

December 8, 1915. Temperature 6 a.m. 66° 2 p.m. 78°
Humidity 85° 43°

7533 日四十月一十

FRIDAY, DECEMBER 8, 1916.

五拜禮 號八月二十年十

SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

CABINET RECONSTRUCTION.

WHAT THE GERMAN PRESS THINKS.

MR. LLOYD GEORGE DEFINITELY ACCEPTS PREMIERSHIP.

December 7, 7.30 a.m.
Reuter's correspondent at Amsterdam states that in discussing Mr. Asquith's resignation, the *Koelnische Volkszeitung* remarks:—"If the strong men of England now come into power, this will only please us, for hope of a decision will come all the earlier."
The *Cologne Gazette* sees in Mr. Lloyd George the man of the hour, and says that so long as the England of Lloyd George is unconquered, England will remain unconquered.

Shortest Parliamentary Sitting on Record.

December 7, 5.00 p.m.
The House of Commons met and adjourned till the 13th inst. The sitting was the shortest on record.
Although it was announced that the sitting would be formal, the House was crowded.

The only occupants of the Treasury Bench were the Liberal and Unionist whips. No ex-Minister was present, while both Sir Edward Carson and Mr. Winston Churchill were absent from the Front Opposition Bench.

Mr. Gulland moved the adjournment, and the members, laughing and cheering, went into the Lobby to discuss the situation.

Labour Party to Co-operate.

December 7, 8.30 p.m.
It is officially announced that the Labour Party has decided, by a majority, to participate in the new Government, and it has also passed a resolution expressing the earnest hope that the Government will endeavour to settle the Irish question.

Good Progress in Forming Cabinet.

December 7, 11.05 p.m.
The formation of a Cabinet by Mr. Lloyd George is progressing most satisfactorily, though there is no likelihood of a submission of the list to His Majesty to King to-night.

Mr. Lloyd George Accepts Premiership.

December 7, 11.10 p.m.
The *Court Circular* states that Mr. Lloyd George had an audience of His Majesty the King, and accepted the Premiership.

AN ERRONEOUS REPORT.

December 7, 6.35 p.m.
The statement that Commander Locker Lampson is wounded is erroneous.

THE RUMANIAN SITUATION.

Opinion on Fall of Bukharest.

December 7, 6.35 p.m.
According to Reuter's correspondent at Amsterdam, the *Telegraph* states that the fall of Bukharest will have the smallest influence on the general course of events, as the Western Front is still the decisive theatre.

German Claim 9,200 More Prisoners.

December 7, 9.15 p.m.
A Berlin official message claims the capture of 2,800 more prisoners in Rumania.

BRITISH TRADE FIGURES.

December 7, 5.20 p.m.
The British trade returns show that during the past month the increase in exports were £840,083 and in imports £17,800,232, as compared with November of last year.

STEAMERS SUNK.

December 7, 2.50 p.m.
The Greek steamer *Folosa* and the Spanish steamer *Urbarte* have been sunk.

ON THE WESTERN FRONT.

A French Success.

December 7, 4.55 p.m.
A French communique states:—"There is nothing to report except a coup de main to the east of Meisul, in which we took prisoners."

Considerable Shelling.

December 8, 1.05 a.m.
General Sir Douglas Haig reports considerable reciprocal shelling in the vicinity of the Thiépval ridge.

A German Claim.

December 7, 9.15 p.m.
A Berlin official message claims the capture of the summit of Hill 304, to the west of the Meuse.

Lively Artillery Struggle.

December 8, 10.5 a.m.
According to Reuter's correspondent at Paris, an official message says:—"On the left bank of the Meuse, there was a lively artillery struggle in the region of Hill 304."

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

THE GREEK CRISIS.

ALLIES TO INSTITUTE A BLOCKADE.

TERROR PREVAILING IN THE CAPITAL.

December 7, 7.30 a.m.
It is rumoured in the marine insurance market that Greek steamers in ports anywhere in the world controlled by the Allies will not be allowed to leave.

Allies Occupy the Piræus.

December 7, 7.30 a.m.
According to Reuter's correspondent at Athens, the latest news from Athens is that the Allies entirely occupy the Piræus, and are reinforced by contingents of Cretans.
The Royalists have cut the telegraphs and telephones from the Piræus to Athens.

Royalist Excesses.

December 7, 7.30 a.m.
Information from Volo shows that the Royalists have been indulging in frightful excesses at Larissa, where they pillaged shops. They behaved similarly at Trikala, where French officers have been imprisoned.

Blockade Begins To-day.

December 7, 8.30 p.m.
Reuter's correspondent at Paris says it is officially announced that a blockade of Greece begins to-morrow.

Terror at Athens.

December 7, 8.05 p.m.
According to a telegram from the Provisional Government at Salonica, refugees state that terror reigns at Athens.
Ten thousand inhabitants have fled to Karabini, while others are taking refuge in the Piræus.
Hundreds of Venizelists, including many prominent personages, have been maltreated and imprisoned.

ITALY AGAINST A SEPARATE PEACE.

December 7, 7.30 a.m.
A message from Rome states that, in replying to the Chamber to a Socialist pacifist resolution, the Premier proposed a postponement of the discussion for six months, "because the Chamber could not vote in favour of premature and uncertain peace, and it would be necessary to avoid even a shadow of a suspicion that Italy, who does not desire a separate peace, is not heart and soul with the Allies." He added:—"It is only by victory that we can secure peace."
The Premier's proposal was accepted by 293 votes to 47.

THE GOVERNMENT OF INDIA.

December 6, 2.20 p.m.
Writing to the *Times* with reference to a leaflet circulated to members of Parliament by Sir William Wedderburn, Chairman of the Indian Parliamentary Committee, on the subject of the Memorandum concerning elected members of the Viceroy's Council, Lord Sydenham says the proposed changes would transfer all power into the hands of a fraction of the population smaller than ever wielded in countries with representative systems. The argument appears to be that because Indian soldiers had fought gallantly they must be handed over to a Government controlled by lawyers, which the martial races of India would most detest.

Lord Sydenham points out that since the transfer of the Government of India to the Crown, problems of Indian administration had been viewed only from the standpoint of the interests and advancement towards nationhood of the heterogeneous millions committed to our charge.

He concludes by saying that all lovers of India must hope that sober reflection will suggest to the signatories of the memorial that they are anticipating by many years what can be given if the country is to be preserved from anarchy; and says that self-government does not mean government by themselves and the action of English-educated Indians which alone they represent.

THE LOSS OF THE BREMEN.

December 7, 11.05 p.m.
An Amsterdam message says the latest German opinion is that the super-submarine *Bremen* was lost in Atlantic storms. Directors of the owning Company refuse information on the matter.

THE ITALIAN FRONT.

December 7, 7.45 p.m.
An Italian official message states:—"We repulsed two successive attacks in the Carso region.
Our aeroplanes bombed aviation sheds at Prosecco and flaming hangars at Trieste."

THE MAN-POWER QUESTION.

December 7, 9.15 p.m.
It is officially announced that the Admiralty, the Ministry of Munitions and the Army Council have agreed to secure the early calling up to the colours up to the age of thirty-one of all fit semi-skilled and unskilled workers whose release from controlled and Government establishments will not interfere with the output of munitions.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE BALKAN STRUGGLE.

A Fresh Enemy Counter-Attack.

December 8, 1.05 a.m.
A Paris official message states:—"The enemy is bombarding positions round Monastir.
A fresh counter-attack on the Serbian positions on the northern slopes of Sakol succeeded in carrying a portion of a recently captured height. To the south of Sere, the British cleared up a Turkish trench and brought back prisoners."

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

IMPORTATION OF JEWELLERY PROHIBITED.

December 6, 1.50 p.m.
A proclamation prohibits the importation of gold in any form except to the Bank of England, and all jewellery and silver manufactures, except watches.

THE ZEPPELIN DESTROYERS.

December 6, 1.50 p.m.
The "*Gazette*" states that Flight Lieut. Cadbury and Flight Sub-Lieut. Pulling and Fane at 3.13 a.m. on 28th ult. pursued seaward and attacked at close range a Zeppelin raider which Pulling destroyed. All three were exposed to machine-gun fire throughout.

COTTON DISPUTE FOR ARBITRATION.

December 6, 1.50 p.m.
A proclamation declares that the Lancashire cardroom workers' dispute is prejudicial to the supply of munitions. It applies the Munitions Act thereto. The dispute will therefore be referred to arbitration.

CABINET RECONSTRUCTION.

Mr. Lloyd George Summoned.

December 6, 3.50 p.m.
Mr. Lloyd George has been summoned by the King.

King Summons Ministers.

December 6, 4.35 p.m.
The King has summoned a general meeting of Ministers at Buckingham Palace this afternoon.

The Man Power Question.

December 6, 6.15 p.m.
Lord Derby, in a speech, declared that, especially as regards man power, the Government had not a serious grip of the position. He indicated that Mr. Lloyd George's proposal was a small War Committee, sitting daily, with full powers. When Mr. Asquith was unable to preside Mr. Lloyd George would preside, Mr. Asquith having the right of veto.

Conference at the Palace.

December 6, 7.55 p.m.
Mr. Lloyd George has so far had no private audience with the King. All the Ministers attended at the Palace; but only Mr. Asquith, Mr. Lloyd George, Mr. Balfour, Mr. Bonar Law and Mr. Henderson were present at the conference which was presided over by the King, lasting upwards of an hour and a half. Nothing definite transpired.

A Formal Commons Sitting.

December 6, 9.45 p.m.
It is officially stated that the proceedings at Thursday's sitting of the House of Commons will be formal, and the House will adjourn until Monday.

Mr. Lloyd George Forming Government.

December 6, 10.45 p.m.
The King has asked Mr. Lloyd George to form a government and the latter has consented. He will endeavour to form a national ministry irrespective of party.

An Authoritative Statement.

December 6, 11.25 p.m.
It is authoritatively stated that Mr. Lloyd George is forming a Government with Mr. Bonar Law's co-operation.

A Difficult Task.

December 7, 6.25 a.m.
Yesterday's developments prove the immense difficulty of re-creating the Coalition.

Mr. Bonar Law's failure is regarded as definitely showing that Mr. Asquith and his Liberal colleagues refuse to join the new Ministry, and are resolved to form an Opposition.

It is believed that many Unionist ex-members of the Cabinet will continue in office, though doubts are expressed regarding Mr. Chamberlain.

Some anticipate that Mr. Lloyd George will break away from the conventionalities and make a bold experiment in the art of Government. He is credited with the intention of bringing in Lord Milner and Lord Reading, and possibly Sir F. E. Smith and Mr. Churchill. His hardest task is to secure the good-will of the Labour members. It is stated that Mr. Henderson does not object to serve provided the Labour Party adheres to it. There are already indications that the Labourites are divided. Despite the party's allegiance to Mr. Asquith there is a growing minority which believes that the Asquith Government lacked power to make a quick decision, while all Labour members are impressed with the necessity of the vigorous prosecution of the war.

Mr. Fenwick M.P., interviewed, said the falling in the North of England was such that a Government, minus Mr. Asquith would not last 24 hours.

(Continued on page 2.)

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

SPANISH STEAMER FOUNDERS.

London, Received, December 8.
Reuter's correspondent at Laa Palmas states that the Spanish steamer *Pionono* foundered in a storm. Thirty-nine members of the crew are missing.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

OBITUARY.

Sir James Lyall.

London, Received, December 7.
The death is announced of Sir James Lyall, late of the Indian Civil Service.

Dr. Hans Richter.

London, Received, December 7.
An Amsterdam message quotes a telegram from Bayreuth stating that Dr. Hans Richter, the musician, has died.
[Dr. Hans Richter, M.V.O., was born at Esch, Hungary, in 1843. He assumed direction of the Court Opera Theatre in 1875 and in 1876 directed the Bayreuth Festival. He commenced orchestral concerts in London in 1879, and was created Doctor of Music (honoris causa) by the University of Oxford in 1886. He was conductor to the Halle Orchestra Society from 1900 to 1911.]

POLICE RESERVE ORDERS.

Orders issued to day by Mr. F. C. Jenkin, D.S.P. (Reserve) state:—

Parades Central Station 5.30 p.m.

Monday, Dec. 11.—All Reserve.
Tuesday, Dec. 12.—Nos. 3 and 4 Companies (Except Reserves).
Wednesday, Dec. 13.—All Reserve.

Thursday, Dec. 14.—No. 2 Company.

Also Ambulance Platoon, under the Sergeant Major.
Friday, Dec. 15.—No. 2 Platoon.

Police School 5.30 p.m.

Monday, Dec. 11.—Class II (Inspector Gordon).

Tuesday, Dec. 12.—Class I (Chief Inspector Kerr).

Wednesday, Dec. 13.—Class III (Inspector Gerrard).

Thursday, Dec. 14.—Class IV (Inspector P. O'Sullivan).

Joined.

Mounted Police—John Dwyer.

No. 1 Company, Section 3—H. Mahomed.

RUBBER SHARES.

Quotations from Shanghai.

Messrs. Benjamin & Potts advise us that they have received the following rubber quotations from Shanghai (all buyers):—

Almas	12½
Anglo-Dutch	64
Anglo-Java	11½
Dominions	12
Consolidated	2.40
Java Consolidated	20
Kroewick	18½
Tebongs	22
Ziangles	6

DON'T FORGET.

TO-DAY.

Victoria Theatre—8.15 p.m.

Bijou Theatre—8.15 p.m.

New Hongkong Cinema—8.15 p.m.

WATSON'S
FINEST OLD
BROWN BRANDY
E
QUALITY.
25 YEARS IN WOOD.
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS.
Telephone 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.
All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephones: No. 1 A.B.C. 5th edition. Western Union
Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 8, 1916.

THE WHITE WOMAN IN THE EAST.

The Bishop of North China has performed a distinct public service by the outspoken manner in which, in his Mission addresses to women, he has expressed himself concerning the all too superficial lives which many of them in the Far East follow, year in and year out. It is a common enough thing to hear these home truths spoken of in private, and then turned aside as though there were small hope of a change towards a livelier and a more healthy spirit of womanhood, but it is all too seldom that a public man, or a preacher, rises up and tells the people concerned what he thinks about it all. Bishop Norris has not hesitated to speak his mind, even at the risk of annoying those whom the cap fits. We have no means of knowing what proportion of his audiences found the right reverend gentleman's exposure of women's frivolity and thoughtlessness rather too applicable to their own modes of life to be comfortable. That does not concern us. But we do know, as everybody in the East knows, that no inconsiderable element of European womanhood in this part of the world fritters away its life on non-essentials, with no thought for the things that matter, and certainly with scant regard for their duties as housewives and mothers.

Very many causes could be cited to account for the shortcomings which we have now under notice, and Bishop Norris touched the principal of these when he spoke of the thoughtlessness and carelessness displayed by some women, so far as their life's activities are concerned, and when he went further by giving examples illustrative of their having no higher ideal than to outshine their neighbours in style and in social standing. There are women who, having nothing to do to occupy their minds, drift unconsciously into this artificial mode of living. But there is, we fear, an even larger army of those who deliberately set themselves to outdo others socially, no matter what the cost, or whether they ruin their lives in the attempt. The evil is not confined to any one section of the community, either. Cases could be quoted—far too many—in which young brides have come out from home, where they have lived in relatively humble circumstances, and, finding themselves, for the first time in their lives, with servants to do their work, have soon lost all interest in the home and in domestic obligations which they would have assumed cheerfully and as a matter of course in the Old Country. Many of these would have found time at home both to run the household and to rear a family, but here they are concerned to do neither the one nor the other. Then there is the other section of the community, in a slightly higher walk of life. Those composing this element, or very many of them, are not by any means free from culpability in this matter—slaves to fashion, to bridge parties, to dances and to any and everything but the realities of life, they become almost strangers to their own offspring; and so they live week to week, month to month, and year to year.

All women in Hongkong and in the Far East generally do not, of course, merit these denunciations—there are striking exceptions, of really self-sacrificing, home-loving, charity-labouring women among us, who see nothing demeaning in taking a practical interest in domestic life, and who give their spare hours to causes which benefit others. And the honour due them is all the greater when we take into account the general tendencies of which we have spoken. What is needed to purge the community through and through in occupation, physical and mental. Idleness is at the bottom of the whole trouble, and if only the whole army of servants and chamber maids mysteriously disappeared from European households one night, and was missing for an appreciable period of time, it would be the finest thing that could possibly happen to many of our women who find it beneath their dignity to do a little wholesome work in the home. Short of that, only a miracle can work the transformation which is so sadly needed.

The Situation.

If the matter could be put to the vote throughout the Empire, a big majority of persons would prove to be of opinion that we are now passing through the most trying moment of the war. Every one is so confident as ever of victory; we have that much to be thankful for; but everyone is equally experiencing a growing consciousness that this victory is, and is going to be, a terribly expensive business for the Allies. Rumania is beaten for the time being, and matters are more or less at a standstill on the Western front. The Greek position has become a more difficult one than could possibly have been foreseen, for civil war may be said to have broken out, and the Allies scarcely know who are their friends and who are their enemies in that ill-starred country. France and Italy are tolerably free from domestic troubles; Russia is less so, while the British Empire has a peek of them. That these last of our own bringing does not make them any easier to bear; but the fact unfortunately remains—at least where most of them are concerned. Yet there is this comfort: we are beginning to see the error of our ways and to understand that the quickest way to defeat Germany is to take a few leaves out of her own book, especially where organisation is concerned.

Hongkong's Young Men.

We note from the report of Bishop Norris' address to men last night that he "emphasised the responsibility which rested upon those who brought young men to the East. It was responsibility which they must try to meet by throwing open to them their homes and asking their own womenfolk to help them." The Bishop hit the right nail and we hope his remarks will be taken to heart. There is no doubt that many a man in this Colony contracts more or less vicious habits solely because he is denied admittance to congenial social surroundings. Many men here have no home at all, save their own bedroom and the bar of a club or hotel. To such, an occasional glimpse of family life, as they know it in the Homeland, would be something like Heaven. That they rarely or never get it, is partly the fault of circumstances which none can control, and partly due to the intolerable snobbery of the Colony, which often converts the most naturally hospitable people into the veriest churls. In behalf of the householder it is only fair to argue that, in a "mixed" place like Hongkong, a man is bound to exercise some judgment as to the class of men whom he allows to meet his womenfolk. Some of the men here who clamour for admittance into the family circle are of so low a type morally that their presence would disgrace a pigsty. But it is, for the youngsters that the Bishop pleads; and we with him. Older men may be presumed to be able to look after themselves, and, if they go wrong, the fault is purely their own. But with the young it is a different matter. Some of them out here go astray just through the "appeal" of those who might easily make life pleasant to them. Will Bishop Norris, before he leaves the Colony, preach a good square sermon on local snobbery and the pride of the cobbler's dog?

The British Consular Service.
It is certainly gratifying to notice that all over the world, the feeling that our consular service is rotten is gaining a stronger hold every day. Every Home paper that one picks up seems to contain articles or correspondence on the matter, and it is quite clear that the people have determined on the banishing of the old system. Some notes in a Cardiff Chamber of Commerce Report which we reprinted yesterday deal with the question in a most interesting manner. Not only do these insist on the old special-training argument, but they also tackle the subject of consular fees. These, more often than not, are a frank robbery and never need exist but that the Foreign Office is proverbially penny wise and pound foolish. The whole business is just one of selecting proper men and paying them liberally. If this is done, there will be no difficulty, after the war, in wiping out at least the worst of the old abuses.

DAY BY DAY.

GOD IS BETTER SERVED IN RESISTING ATTEMPTATION TO EVIL THAN IN MANY FORMAL PRAYERS.
William Penn.

The Mails.
French Mail.—Arrived per s.s. Athos to-day.
Siberian Mail.—Due per s.s. Katori Maru to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 3.15/16d.

To-morrow's Anniversary.
To-morrow is the 130th anniversary of the founding of the Colony of Sierra Leone.

University of Hongkong.
The University authorities hope that graduates of other Universities attending the Congregation on December 14 will wear academic costume.

A Cripple's Fall.
A coal collier, of Stone Nallah Lane, Wanchai, has been sent to the Government Civil Hospital suffering from severe injuries to his head through falling down stairs at 30, Cross Street.

Typoon Filling Up.
The following telegram was received by the American Consulate General, Hongkong, from the Manila Observatory at 7 p.m. yesterday:—Cyclone or typhoon over S. China Sea, filling up.

Field Glass Fund.
One telescope contributed by Mr. L. Gibbs, through Mr. A. Donison, Hongkong, is now to be added to the list of glasses received and forwarded to the Lady Roberts' Field Glass Fund. The total now stands:—One stand telescope, thirteen hand telescopes, forty-seven binoculars; and a donation of \$75.

Cheap Jewellery.
Hong Cheung, a jeweller, of 234, Queen's Road West, has reported to the Police how he has been cheated of jewellery, valued at \$81.80. A man came to the shop and chose the jewellery, saying he would pay a fortnight later. One was sent, but the man "gave him the dip" in Queen's Road Central, and has not been seen since.

Pocket Diary.
We have received from Messrs. Donnelly and Whyte a very useful pocket diary issued by Messrs. Gordon and Company, advertising Gordon's well-known gin. It contains sporting records and some valuable hints on auction bridge, as well as other information.

Night Prowler Caught.
The house of Mr. Nolan, Chief Interpreter at the Supreme Court, who lives at 155, Wanchai Road, was visited by an uninvited guest last night. Fortunately, he was "spotted" in the porch by the houseboy, who promptly arrested him. As a rogue and vagabond, the defendant was sentenced to a month's hard labour by Mr. J. R. Wood this morning.

Japanese Stowaway's Case.
In connection with the charge against a Japanese, for being a stowaway, which was adjourned by Mr. J. R. Wood yesterday, for the Japanese Consul to be consulted, it was stated by Inspector Gordon this morning that the Consul believed the man's story about trying to find work to support his parents. If defendant were acquitted, the Consulate would either find him work or send him back to Japan. His Worship discharged defendant on his signing a personal bond of \$50 to come up if called upon.

Dishonest Guest.
A Chinese went to stay at a friend's house at West Point recently, and on the following morning it was found that the guest had gone, as had also a clock, a pair of trousers and a pair of boots. He was not seen for several days, but when observed walking in the street, he was wearing the missing shoes, and had pawn-tickets for the trousers and clock in his pocket. He had also spent the money received for them. Brought before Mr. J. R. Wood, at the Police Court this morning, this dishonest guest was sentenced to six weeks' hard labour and four hours' stocks.

MORALITY.

An Address by Bishop Norris.

In his series of addresses to men in connection with the National Mission, the Rt. Rev. F. L. Norris, Bishop of North China, spoke to a large gathering at the City Hall last evening, his topic being "Why men should lead moral lives."

Prior to referring to this topic he said they were met in the presence of news which could not but add to the solemnity of the gathering. To most of them the fact that Serbia should have been allowed to be overrun from one end to the other and now that Rumania should have been allowed to have been overrun in the southern half and that the capital should have fallen was mysterious. For Belgium at the beginning of the war there was no help for it, but by her gallantry and magnificent fight she had won admiration for herself for all time. Serbia at the beginning seemed likely to follow in Belgium's steps for gallantry, but to avoid a like consequence. She drove the invader from her borders, but only for him to come back. When Serbia was looking for help from outside there was no help. Rumania was different in so far as she refused to come in until she thought the moment was opportune. She came in, but to-day she was face to face with the thought that, so far as help was concerned, she had not received it sufficiently. He thought it was mysterious; it was certainly a humble, sobering thought. He would ask all present who believed in prayer to pray for the relief of those little nations; that the time would speedily come when their people would not have to suffer like that, and that we of the greater nations might learn the lesson of humility so that they would be enabled to ward off that suffering from the little nations, on behalf of whom they truly professed to be waging this war. He knew they would forgive him for making that reference to the conditions under which they had met.

He had received a great many questions and could not reply adequately to them, so would have to deal briefly with a few. The first question was:—"Is not the logical outcome of your remarks on Monday that Christ's teaching was socialism; and if not why not say so?" Such words as Socialism and Socialistic were capable of a widely differing meaning, and why he did not say so was because he did not know. He was not sure that if he used the word Socialism his listeners would understand what he had meant to say by it. He was not sure of what the questioner meant by socialism; and therefore he did not say that Christ's teaching was socialism.

The next question was put by the same man and was:—"How can a nation be fully ideal if its democracy is a hollow sham?" He was not sure whether he understood that question. Assuming that democracy was ideal for every nation—and he was not sure of that, though it might be—and that a nation pretended to think democracy its ideal, then if that democracy was a hollow sham that nation could not follow its ideal. That was obvious.

A third question was:—"Can you not point out that it is the duty of every citizen to take up his citizenship?" He fully agreed that men should; whether that citizenship was equal for every citizen as described by Socialism or democracy, or whether it was for some to occupy a place in an organised body, where some places were higher or lower. Whatever the position was, it was the duty of a citizen to take up his citizenship, and it was a duty they ought to know of unless Hongkong was unlike other places in the East, where it was exceedingly difficult to get a meeting of a club because members would not turn up; unless there happened to be a personal question concerning which there was a good deal of excitement. He wished citizens would become more really citizens.

The next question was one which interested him greatly, but one with which he could not

fully deal with in the time at his disposal. He was asked to point out the authenticity of the Scriptures, but he could not help thinking that the questioner really meant the inspiration of them, which was not the same thing. There was no question of the authenticity of a book unless somebody asserted there were other authors. There was no question of the authenticity of the Pentateuch, but there always was a question of the inspiration of the Bible as the Word of God. That question had been forced upon them in the last fifty or sixty years because of criticism, understanding and historical knowledge. People took up new positions, for instead of saying that Moses wrote the first five books of the Bible they said that Moses did not write them because there was now evidence to the contrary. If Moses did not write them, were they the Word of God—what about their inspiration? Did not the new view they were pressing upon them affect the question of their being the Word of God? No! Because he could not give up his Bible. He could not deal with that question of inspiration in a few words, but he might suggest something a little new to them. He believed, from the bottom of his heart, that the men of faith were moved by the Holy Ghost and that their words were recorded and preserved by the Holy Ghost in the Jewish scriptures before the Lord's day and after. God had used His instrument—the Holy Scriptures—to contain everything necessary to Heaven, and nothing should be taught as necessary to Heaven which could not be proved out of Holy Scriptures. That was as far as he could go.

Another question was:—"Should not the clergy, as far as practicable, receive a uniform rate of pay?" The Bishop made a lengthy reply, speaking of the inequalities in the rate of pay in other professions; admitting that some clergy were past service and drawing fat salaries, while others were working hard and barely paid a living wage. He characterised the present arrangements of the Church of England as scandalous; explained the heavy expenses attaching to the work of a Bishop, advocating a small salary with the churches paying official expenses instead of a Bishop getting a large salary and having to bear all expenses; and said it was a matter for the laity to adjust. He added that he would like to ask why clergy should be the only people who should suffer the poverty of Christ?

Speaking on his subject for the evening, "Why men should live moral lives," the Bishop said there was commercial morality, social morality, and morality of one kind or another, though when most people used the word they confined it to sexual morality. Morality was the law of good and evil—right and wrong—as it touched life on every point. There was only one answer to his question, and that was that as the law of right and wrong came from God, Who made man, it was well and good that man should live the moral law; because, not to do so was to be disobedient to God, and that they had no right to be. With regard to the man who did not believe in God his logical attitude should be "I'm here to have a good time. I don't care about anybody else; society is nothing to me; I've no conscience—to think so was only a bad habit of my forefathers." But they had found such men inconsistent; generally they led a strictly moral and useful life, and were yet inconsistent, met with such good results. He defined conscience as the consciousness of God, and went on to speak of the morality of commerce, saying there could be no separate standard for commerce—only honesty and dishonesty. Speaking of religious morality, he referred to the keeping of the Sabbath, and to the need for cultivating a more sensitive conscience in this respect. The Bishop also dealt on the conscience in relation to sexual morality, saying it was still governed by the same law of right or wrong. He emphasised the responsibility which rested upon those who brought young men to the East, saying it was a responsibility which they must

CRICKET.

Civil Service v. Kowloon.

The following will represent the Civil Service Club on the K.C.C. ground at 2 p.m. on Saturday:—E. W. Hamilton (Captain), H. E. Mc. O. Sava, R. E. O. Bird, S. Alderman, E. W. Dawson, J. Deane, R. C. W. W. Watson, A. O. Brown, S. E. Green, W. T. Elson, J. V. Baga and J. H. Mead.

The following will represent the K.C.C. against H.M.S. Tamar on Saturday at 2 p.m. at Happy Valley:—D. J. MacKenzie, O. L. Stapleton, F. Travers, O. Woodman, A. E. Silktown, A. E. F. Raven, A. E. Schults, A. G. Pile, J. R. Hinton, J. M. Jack and W. Kay.

H.K.C.C. v. The University.
The following will represent the University in the above match on Saturday, 9th inst. on the former's ground:—Ng Sze Kwong (Capt.), K. Brayshaw, G. E. Marley, J. D. Wright, F. E. Redmond, R. Pantonby Fane, A. H. Runjahn, A. de Souza, D. P. Dixon, Chan Yat Cheong and W. Gittins.

Craigengower v. Royal Engineers.
The following will play for Craigengower against the R.E.s on the Craigengower ground, to-morrow, commencing at 2.15 p.m.:—L. A. Rye, R. G. Southerton, B. Bess, B. Peatonji, D. K. Kharras, J. D. Norris, S. Jex, F. Thompson, B. W. Bradbury, A. Mann, and F. Schepel.

FOOTBALL MEETING.

Referees' Board's Decision.

Under the presidency of Commander Gibson, R.N., the Referees' Board of the Hongkong Football Association met last night, those also present being Mr. F. W. Wright, Secretary of the Referees' Board; Sgt. Bowles, of the Referees' Board; and Q.M. Sgt. Williams, Hon. Secretary of the Association. Concerning the unfinished match between the Islamics and the Staff and Departments, the referee's decision was considered, and several witnesses were examined. At the time the match was abandoned, the Staff and Departments were leading by two goals to one, and the Board now decided that the result should stand and that two of the Islamic players should be censured for misconduct. The decision has now to come before the League for confirmation or otherwise.

The complaint of the Navy against the referee in the match with the R. G. A. was not considered. It will be dealt with at a later meeting.

Substitution Scheme at Work.
Willesden Guardians have applied to the War Office to send back to their service a relieving officer who joined the Army some time ago, and whom they now badly need. The War Office has replied that he can only be released in exchange for another man fit for general service, and the Guardians are in a predicament, for they have no such man to exchange.

try to meet by throwing open to them their own homes, and by asking their own womenfolk to help them. It was worth while going out of their way for the young fellows who were out here. They could help them in no better way than by example. The Bishop also, lengthily replied to a question concerning the view of the Church of England on the marrying of divorced persons, saying that since Bishop and Priests would "prefer" the people divorced by the State should be married again, the State and not by the Church.

SHARE MARKET
QUOTATIONS.

Up to the Minute.

Douglases.	a. \$	120.00.
Indes (Def.)	sa. \$	140.00.
China Sugars.	sa. \$	128.00.
H.K. Wharves.	b. \$	84.00.
K'loon Dock.	sa. \$	131.00.
China Prov.	sa. \$	8.80.
Cement.	sa. \$	11.80.

MURDER ALLEGED.

Attack on Revenue Men at
Yaumati.

It is reported that an attack took place last night upon two Chinese revenue men, as a result of which one met his death. The men were searching a large sampan at Yaumati for opium, at about 9 p.m., when a couple of shots were heard. What actually took place is not generally known, but it is stated that one revenue man dived into the water and escaped, and that the other was either shot or drowned.

We hear that an arrest has been made in connection with the affair.

BIG FIRE AT MACAO.

Over 20 Shops and Houses
Destroyed.

On November 28 a disastrous fire broke out in the native quarter of Macao, with the result that over twenty shops and dwelling-houses were burnt out and several others damaged.

The fire is reported to have started in the Rua Cinco de Outubro, and, owing to the strong wind blowing at the time, quickly spread to houses in the neighbouring streets of Rua do Terreiro, Rua do Guimaraes and Rua dos Ovos.

The buildings and contents for the most part were insured, the losses being divided between British and Chinese companies.

HARBOUR ITEMS.

The French mail steamer Athos arrived this morning and, for the first time, went alongside the new wharf at Kowloon.

The s.s. Chipping, with rice from Haiphong, experienced moderate north-east monsoon on the run up.

The s.s. Hongmoh encountered strong north-east gales and high seas on the run from Singapore to port.

The s.s. Yei Maru has brought to Hongkong a cargo of coal from Wakamatsu.

VOLUNTEER MUSKETRY
COURSE.

To-day's Volunteer Orders intimate that the undermentioned recruits and trained men will fire Part I. on Saturday, the 9th inst. at 2.30 p.m.:-

Artillery Battery.—Recruits: Gunners Brown, Fetterley, and Martin. Trained Men: Gunner Turner.

Engineer Company.—Recruits: Bappers Anderson, E. G., Chubb, Clemo, Finlayson, Garcia, Lynam, Simmons, Smith, W., and Woolley. Trained Men: Bapper Pasco.

Centre Section M. G. Co.—Recruits: Pies, Dick and Spencer Payne.

Scouts Company.—Recruits: Pies, Manning, Rose, R. G., Stables and Travers.

Signalling Section.—Recruits: Pies, Tangay.

Allies Memorial Hospital.
The Hon. Treasurer of the Allies Memorial and Affiliated Hospitals here to acknowledge with thanks the following donations to the funds of the Hospitals:—Poultry Guild, \$500.

SECRET HISTORY.

Mr. Beggie's Disclosures.

A correspondent to the *Daily Chronicle* writes: I have not observed that any newspaper has called attention to the bits of secret history which Mr. Harold Beggie has introduced into his "Vindication of Great Britain." Some of this secret history relates to Lord Haldane, with whose defence the book is largely taken up. We are told, for instance, that Lord Haldane was a favourite of the late King Edward before he became one of his Ministers, and that his appointment as Minister for War in Campbell-Bannerman's Cabinet was made at the King's suggestion. King Edward's attitude towards Germany was the same as Lord Haldane's:

"His (King Edward's) policy, having seen the extent of his own country with its ancient enemies, Russia and France (concerning whom our *Jingo Press* had quite recently been uttering the most ferocious hatred and scorn), was to persuade Germany, thus isolated and imperilled, to make a fourth party in this grand alliance of the Great Powers for the peace of the world. It cannot be too emphatically stated or too widely known that Edward the Seventh never suggested, never supported, and never once entertained the notion, of isolating Germany. His mind was not destructive, but constructive."

Mr. Beggie gives us an account of the Haldane mission to Berlin in 1912 without adding much to the statements which have been published in the *Daily Chronicle* concerning it, but it is interesting to note that this chapter of the book was submitted to Lord Haldane, who, without endorsing it, said it was not "inaccurate." The indications given suggest the conclusion that the publication of the Berlin dispatches would be a complete vindication of Lord Haldane.

Lord Kitchener's Appointment. One of the myths industriously propagated by the Northcliffe papers is that they appointed Lord Kitchener to the War Office. The fact is that they no more appointed him than they removed him, although they tried to discredit him. Says Mr. Beggie:

"That Lord Kitchener should go to the War Office was Lord Haldane's suggestion, a suggestion made at the very beginning of the crisis; Mr. Asquith adopted this suggestion before the newspapers knew that war was declared; and only Foreign Office anxiety about Lord Kitchener's command in Egypt delayed the appointment for a day or two. These things are perfectly well known to everybody who has any acquaintance with the history of those days."

Here is another item which appears to be new:
"Lord Haldane, indeed, was the first to state publicly to advocate the formation of 'a North Sea Squadron' at a time when practically every new ship of the British Fleet was concentrated in the Mediterranean, and a man-of-war under the white ensign was very infrequently seen in the North Sea."

A great deal of the attack on the Government for its alleged unpreparedness before the war centres round National Service. It is said that if the Government of the day had only adopted National Service there would have been no war, or, if war, then we could have been ready to meet the shock. The critics entirely overlook the fact that the leaders of no party were in favour of National Service on Lord Roberts' plan, and no House of Commons which had ever been elected would have passed it. But Lord Haldane, when at the War Office, did not overlook National Service. His General Staff, then in constant touch with the French General Staff, inquired, impartially and without any political prejudice, into it. The result, says Mr. Beggie, was that—

"after full consideration, National Service was rejected by the General Staff of the British Army. It was rejected by the General Staff, after a most care-

PAVEMENT NUISANCE.

A Coolie Woman Fined.

A very interesting case was before Mr. O. D. Melbourne, at the Police Court this morning, a coolie woman being charged with carrying a bamboo pole and two tin buckets containing water on the public footpath in Queen's Road Central, such pole and buckets being calculated to annoy and incommode passengers.

Inspector Garrod deposed to making the arrest, the defendant admitting the charge. Inspector Garrod drew his Worship's attention to the fact that in 1904 a similar case was brought, which, on appeal, went to the Supreme Court. Here a decision was given by Sir William Goodson (Chief Justice) and Mr. T. Sercombe Smith (Puisne Judge), in consequence of which the case was referred back to the Magistrate, where a conviction was recorded.

His Worship asked if there had been any cases recently, to which Inspector Garrod replied that he did not think so.

His Worship pointed out to defendant that she was liable to a \$50 fine, but as there had been no recent cases, and as it was not generally known that it was an offence, he would only impose a fine of \$1.

LANGKAT OUTPUT.

Messrs. Benjamin and Polle
advise us that the Langkat output is as follows:—

Dec.	1	...	Tons	98
"	2	...	"	98
"	3	...	"	90
"	4	...	"	95
"	5	...	"	90
"	6	...	"	116

Total to 6th inst. 583

Daily average 97.16

Youthful Thieves.

A gang of youthful thieves was before Mr. O. D. Melbourne, at the Police Court this morning, when it was stated by Inspector Lamont, of Hongkong, that the first youth was found to have in his possession a large quantity of pawn tickets, which led to inquiries being made, from which it appeared that they related to clothing stolen recently from the Hongkong, Yaumati and Kowloon districts which had been put out to dry. It was evident that the other defendants had been helping him to steal and pawn the clothing. There has been a great deal of that sort of thing going on lately, and this was only a small part of what the defendants had undoubtedly been mixed up with. His Worship sentenced the first two defendants to receive eight strokes with the birch, and discharged the other three on account of lack of definite evidence.

ful examination, on rational military grounds, which commended themselves to the shrewd and careful judgment of King Edward's War Minister. It was definitely rejected because such a change would have utterly weakened, deranged, and probably destroyed our organisation for war. Above everything else, while the change from one system to another was being made, there must have been a long and most perilous hiatus, a period of confusion, a time of neither one thing nor the other, which would have been extremely tempting to a jealous enemy. In a time of profound peace such a change might have been attempted, but in a time when Europe was constantly disturbed by political unrest, no change of that kind could be made without the gravest danger."

Mr. Beggie's book is a challenge as well as a vindication. It is a challenge to all those who charged the country with being unprepared; it is a challenge to the Press and the writers who attacked and malign the men who were responsible for the naval and military policy of this country before the war. So far as I have seen, the challenge has not been taken up.

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THE NATIONAL MISSION.

TO-DAY.

6.00 p.m. Men Only, City Hall:

Subject: "Why should men Pray?"

TO-MORROW.

SATURDAY.

7.45 a.m. Holy Communion, Cathedral.

10.15 a.m. Service in Cathedral.

3.00 p.m. Meeting for Children at Government House.

TO-DAY'S
ADVERTISEMENT.

TOYO KISEN KAISHA.

s.s. "SIBERIA MARU" from
SAN FRANCISCO, VIA
HONGKONG, JAPAN PORTS
and MANILA.

The above named Steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from SKOTT'S GODOWN at West Point.

Cargo remaining undelivered on 10th December, at noon, will be charged landing charges. Storage charges will be assessed on all cargo undelivered on 13th December, at 5 p.m.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown.

All chafed and damaged cargo will be landed into the Company's Godown, where they will be examined on 30th December, at 10 a.m.

No Claims will be recognised if filed after the 14th December, 1916.

T. TAGO
Agent.
Hongkong, 7th December, 1916.

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1 bottle	Moet & Chandon Champagne	Quart	
1 "	D.O.M.	Pint	
1 "	Blackberry Brandy	Quart	
1 "	Martell's XXX Brandy	"	
1 "	King George IV Whisky	"	\$28.00
1 "	Super Tawny Port	"	
1 "	St. Julien Claret	"	
1 "	Old Brown Sherry	"	
1 "	Old Tom Gin	"	
1 phial	Pomeranian Bitters	"	
No. 2 Hamper			
1 bottle	Victor Clicquot Champagne	Quart	
1 "	Martell's XXX Brandy	"	
1 "	Perfection Whisky	"	
1 "	Rich Old Port	"	
1 "	St. Julien Claret	"	\$25.00
1 "	Vino de Paste Sherry	"	
1 "	Peppermint G. F. small	"	
1 "	D.O.M. small	"	
1 "	Old Tom Gin	"	
1 phial	Pomeranian Bitters	"	
No. 3 Hamper			
1 bottle	Burgundy	Quart	
1 "	Peppermint small	"	
1 "	D.O.M.	"	
1 "	Rich Old Port	"	
1 "	Perfection Whisky	"	\$20.00
1 "	20 years Old Brandy	"	
1 "	Amontillado Sherry	"	
1 "	Medoc Claret	"	
1 "	Old Tom Gin	"	
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LONDON via Singapore, P.ang, Cbo, Port Said and Marseilles	NANKIN Capt. G. Manley.	noon 15th Dec.	Direct Service.
SHANGHAI, Moji and Kobe	SOMALI Capt. L. D. Pinckney.	about 14th Dec.	Direct Service.
LONDON & B'bay via S'pore, P.ang, Cbo, Port Said & Marseilles	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 29th Dec.	Connecting at Colombo with Mail Steamer MOULTAN.

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E. V. D. Parr,
Acting Superintendent.

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Monteagle 3 Feb. Monteagle 14 Apr.

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VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Kamo Maru Capt. B. Shimidzu T. 16,000	THURS. 28th Dec. at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Tamba Maru Capt. Akematsu T. 12,500	TUES. 19th Dec. at noon.
ALOUETTA via S'pore, Penang & Rangoon	Shidzuoka Maru Capt. Noma T. 12,500	WED. 3rd Jan. at noon.
BOMBAY via S'pore, Malacca & Cbo.	Tango Maru Capt. Soyeda T. 13,500	TUES. 19th Dec. at 4 p.m.
SHANGHAI, Moji and Kobe	Nikko Maru Capt. R. Takeda T. 9,600	FRI. 12th Jan. at 4 p.m.
Kobe	Tosai Maru Capt. O. Sakamoto T. 10,000	FRIDAY, 22nd Dec.
NAGASAKI, Kobe and Yokohama	Yokohama Maru Capt. S. Hirata T. 8,000	THURSDAY, 14th Dec.
SHANGHAI, Kobe and Yokohama	Tomomi Maru Capt. Kamata T. 8,000	SATURDAY, 9th Dec.
VLADIVOSTOCK, Kobe & Yokohama	Yamagata Maru Capt. K. Goto T. 8,000	MONDAY, 11th Dec.
	Nikko Maru Capt. R. Takeda T. 9,600	End of December.
	Suwa Maru Capt. T. Sekine T. 21,000	SATUR. 16th Dec. at 10 a.m.
	Tokushima Maru Capt. Yamazaki T. 13,500	THURSDAY, 14th Dec.

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Nippon Maru	11,000—15 knots	4th Jan. 1917.
Shinyo Maru	22,000—21 knots	17th Jan.
Peria Maru	9,000—14 knots	27th Jan.
Korea Maru	18,000—18 knots	10th Feb.

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SHANGHAI	Luchow	12th Dec. at 4 p.m.
HOIHOW & HAIPHONG	Kaifong	14th Dec. at 10 a.m.
SHANGHAI	Shantung	14th Dec. at 4 p.m.

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tung," and "Sinkiang," with excellent accommodation, electric

light and fans in Saloon and State-rooms, maintain a regular

schedule service between Canton, Hongkong and Shanghai, leaving

Hongkong for Shanghai direct every Tuesday, Thursday and

Sunday, taking cargo on through Bills of Lading to all Yangtze and

Northern China Ports. Passengers are landed in Shanghai, avoid-

ing the inconvenience of transshipment at Woosung.

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Steamer	From	Expected on or about	Will leave on or about	To
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Tjikembang	KOBE	21st Dec.	23rd Dec.	JAVA & MAKASSAR
Tjikembang	SHANGHAI	28th Dec.	30th Dec.	JAVA
Tjikembang	JAVA	28th Dec.	30th Dec.	SHANGHAI
Tjikembang	JAVA & MAKASSAR	27th Dec.	31st Dec.	KOBE

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COMMERCIAL NEWS.

American Cotton.

Shanghai, Dec. 3.—There has not been much change during the week, but no hope can be entertained that cotton will be lower this winter as there is every reason why the price should continue upward. The quotations of a week ago, November 23, were 12.13d., 12.05d., and 12.16d. Messrs. Tata Sons & Co. yesterday received a telegram from their Liverpool agents advising that immense demands for cloths are expected from India at advancing prices, which is a bullish item of interest. They quote July 12.4d. and October, 1917, at 13.3d. There is still much strength in sight in the Liverpool market. There is no quotation from New York, Thursday being a holiday there. The price for the previous day was January 20.39 cents March 20.61 cents, May 20.82 cents so the market keeps well above the 20 cent figures which some months ago was dreamed of as an improbable possibility.

Less Tea from Japan.

The tea trade of Japan this season has witnessed a slight decline owing to the smaller demand from the United States, reports the "Japan Times." According to the result of investigation by the central council of the Associations of Tea Manufacturers, the whole volume of tea shipped throughout Yokohama, Shimidzu, Yokkaichi, and Kobe from May 1 to September 31 amounts to 32,395,593 lb. against 33,151,703 lb. for the corresponding period of last year, there thus being a falling-off by 758,115 lb. or 2.3 per cent. Exports to the United States have declined by 4.9 per cent. as compared with the corresponding period of last year, but part of the loss thus suffered has been made good by the gain to the extent of 14.1 per cent. in the trade with Canada. In these circumstances, the sale of extra grades has fallen off and intermediate grades have been taken in increasing quantities.

Japan's Trade in Cotton Textiles.

Exports from Japan of cotton textiles during October showed a conspicuous decrease after a period of steady increase. The export of grey shirtings, sheeting, and drills amounted to 38,971 bales (each containing 800 yards). The figure shows a decrease of 6,186 bales in the previous month, and of 7,769 bales compared with the corresponding month of last year. The decline is due to the advance in price on the domestic market. In the following table the "Japan Chronicle" shows particulars of the export trade for October:—

Drills.—China, 356 bales; Korea, 6,947 bales; Manchuria, 5,975 bales; Hongkong 7 bales; India, 1,651 bales; Others, 270 bales.

White Shirtings and Sheetings.—China, 913 bales; Korea, 747 bales; Manchuria, 233 bales; Hongkong, 11 bales; India, 129 bales; Others 353 bales.

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

(Continued from Page 1.)

AUDIENCE WITH THE KING.

December 6, 1.15 p.m.
Sirdar Daljit Singh has had an audience with the King.

RETURNED UNOPPOSED.

December 6, 3.15 p.m.
Mr. Kennedy Jones has been returned unopposed for Hornsey.

THE WESTERN FRONT.

A Quiet French Report.

December 6, 4.46 p.m.
A French communiqué says there is nothing to report in the west. Two enemy aeroplanes have been brought down.

More Successful Raids.

December 7, 12.40 a.m.

General Sir Douglas Haig reports:—We successfully raided trenches to the south of Neuville St. Vaast. The enemy's attempted raids to the west of Boursains and north-east of Rocquigny failed.
The enemy is heavily artillerying in the neighbourhood of Eaucourt la Abbaye, Mouquet Farm and northward of the Ancre.

Enemy Attack Fails.

December 7, 12.55 a.m.

It is officially announced from Paris that on the Somme there has been a fairly active reciprocal artillery duel in the neighbourhood of Bouchavesnes and in Champagne.
Our artillery dispersed an enemy detachment, north-east of Fontaine Elornois. On the left of the Meuse the enemy made an attack on the slopes of Hill 304, but owing to our machine gun fire only gained a footing in some of the advanced elements of trenches.

IN THE BALKANS.

Franco-Serbian Progress.

December 6, 4.45 p.m.

A French communiqué states:—The Franco-Serbians again progressed north of Paroslova and made prisoners of 125. There is a violent artillery duel north of Monastir.

Serbians Carry More Heights.

December 7, 12.40 a.m.

A Serbian official statement says:—There have been violent artillery and infantry actions on the whole front. We carried the strongly fortified and tenaciously defended heights north-east of Budimiri.
A fairly large number of prisoners and booty were captured.

IN RUMANIA.

Further Enemy Successes.

December 6, 4.25 p.m.

A Russian communiqué says the enemy was successful in the direction of Turgovinta, Ploesti and in the region of Dobanesti on the Tita-Bukarest railway, where the Rumanians were compelled to retire in consequence of the piercing of their front.

Capture of Sinia. Claimed.

December 6, 6.10 p.m.

A German official statement says:—We captured Sinia, which is 27 miles north-west of Ploesti.

Enemy's Large Captures.

December 6, 6.30 p.m.

An official message from Berlin states:—We cleared out the Rumanians from the south bank of the Argeal and are now advancing towards Bukharest. It claims that they captured 1,000 men and four guns in the fight on the Alb, with the Orsova riverguard, whose way was blocked on the east bank of the river. They also made prisoners of 4,000 other Rumanians.

The communication says they captured considerable stores of wheat, bought by the British, on the railway north-west of Bukharest.
It admits the Russian success in the Trotus Valley.

Fall of Ploesti.

December 7, 12.40 a.m.

A Vienna official announcement says the important railway junction of Ploesti, north of Bukharest, has been captured.

The Kaiser's Joy.

December 7, 4.55 a.m.

Reuter's correspondent at Amsterdam says that the Kaiser has telegraphed to the Empress "Bukharest is taken. What a magnificent success on the road to complete victory, gained with God's help."

British in the Dobrudja.

December 7, 4.55 a.m.

Reuter's correspondent at Petrograd says the British armoured cars fought three actions in the Dobrudja. Commander Locker Lampson was wounded and six petty officers are missing. They are believed to be prisoners. None of the cars were lost.

THE ITALIANS.

Enemy Driven Off.

December 6, 6.15 p.m.

An Italian official statement says the enemy attempted to approach Scastolani but were driven off.
There was intense artillery fire between Gorizia and the sea.

Italy's Determination.

December 6, 6.50 p.m.

According to Reuter's correspondent at Rome, speaking in the Chamber, Signor Boelli said the Italian Navy was increasing. There were 2,300 war factories.

He emphasized that victory would assure Italy command on the Adriatic and the incontestable rights of the opposite shore without overlooking the just demands of their Slav neighbours.

He emphasized that the Allies had no intention of favouring "hazardous anti-dynastic movements in Greece."

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE PORTUGUESE IN AFRICA.

December 6, 4.30 p.m.

Reuter's correspondent at Lisbon says that in the Chamber the Premier announced that 2,000 German soldiers with guns of various calibres attacked Newala, near the Mozambique frontier.

After a twelve hours' battle and twelve days' siege the garrison succeeded in retiring during the night of November 25.

THE GREEK CRISIS.

Athens at Present Quiet.

December 6, 9.05 p.m.

The British Minister at Athens telegraphs that the city is quiet, but energetic measures have been taken to ensure the safety of the British.

Misleading Press Messages.

December 6, 9.45 p.m.

The Foreign Office states that press messages from Greece are misleading inasmuch as the Royalists have regained control of the cable and the press correspondents and the Allied press correspondents in Athens have been threatened with personal violence similarly with all others suspected of Venizelist leanings.

There is reason to suspect that the Royalist forces and the mob are guilty of very grave acts of violence.

Royalist's Command of the City.

December 6, 11.50 p.m.

According to Reuter's correspondent at Paris an Athenian message says the French Colony has gone to the Financiers. The Venizelists continue. The Liberal papers do not appear. Strong bodies of Royalists are establishing cordons in the streets. The Allied Ministers are not communicating with the Cabinet. The authorities are encouraging the anti-Venizelist movement in several of the provincial towns.

PORTUGUESE COAST SHELLED.

Several Sailors Killed.

December 6, 9.40 p.m.

Reuter's correspondent at Lisbon says a submarine threw fifty shells at Funchal, hit a boat, and killed six Portuguese sailors.

The submarine disappeared when subjected to a strong fire from the land batteries.

Two Submarines Concerned.

December 6, 11.50 p.m.

It transpires that two submarines carried out the raid on Funchal. The shore was bombarded for two hours, but there was little damage.

MUNITIONS FACTORY EXPLOSION.

December 7, 9.45 p.m.

It is officially stated that an explosion occurred in a national factory in the North of England last night, and 30 women workers were killed and 30 injured. The damage was slight.

THE FOOD SUPPLY QUESTION.

December 6, 11.15 p.m.

The Board of Agriculture has been empowered to enter open and cultivate uncultivated or common land with a view to the maintenance of the food supply.

THE SUBMARINE CAMPAIGN.

French Gunboat Sunk.

December 6, 11.50 p.m.

The French gunboat Surpise, the ship Kangaroo and the British steamer Dacia have been torpedoed.
The official death-roll is 34, including many of the gunboat's crew.

American Steamer Sunk.

December 7, 1.55 a.m.

Reuter's correspondent at New York says that on November 22 submarines shelled and sunk without warning the American steamer John Lambert.
The shelling continued while the crew were boarding the boats.

BRITISH LOAN IN JAPAN.

December 7, 3.30 a.m.

Reuter is informed that the British Loan in Japan has been fully subscribed and the lots have consequently been closed on Dec. 5 instead of Dec. 8.

RUSSIAN POLITICAL CRISIS.

December 7, 4.55 a.m.

Reuter's correspondent at Petrograd says that debates in the Duma culminated in the resignation of President Rodzianko, in consequence of an insult by M. Markoff, member of the extreme Right, who called the President "a babbling blackguard."

M. Markoff said the insult was deliberate, because the Duma had previously insulted high personages.
M. Markoff was suspended for fifteen sittings, after most indignant speeches relating to the unprecedented insult to the chair.

The Duma re-elected M. Rodzianko by an overwhelming majority, but M. Rodzianko, to satisfy his personal honour, challenged M. Markoff to a duel.

The incident emphasizes the spirit of the reactionary Extreme Right. As regards the debates in the Duma and the Council of Empire, the critics of the Government sketched by a determination to prosecute the war to the bitter end, complained that certain dark forces were sapping the power of the Empire, owing to the system of Government producing a Cabinet destitute of united purpose.

FOOD SCARCITY IN GERMANY.

December 7, 4.55 a.m.

Reuter's Amsterdam correspondent says that the Prussian Diet has discussed the food scarcity. It was mentioned that there are now 150 children, each, missing in the winter in the forests.

TEN NEW CARDINALS.

December 7, 4.55 a.m.

Reuter's correspondent at Rome says that the Pope, at a secret consistory, has created ten Cardinals, all French and Italian. No Anglo-Germany was present as the German Cardinal Frickhoff will not appear until December 7.

THE "PALATON" FIRE.

Enquiry Resumed This Morning.

The enquiry was continued at the Marine Court this morning, by Commander Beckwith R.N., Commander Gibson, R.N., and Captain Walker, into the causes attending the fire aboard the a.s. Palaton while lying in the Kowloon Docks on November 1.

A Chinese electrician employed at the dockyard stated that he went aboard the Palaton on the morning of the fire, at about 7.15, for the purpose of seeing if there was electric light in the lamps. The ship was connected with the electric light system of the Dock Company. There were two electric lights—one of three and one of two groups—at each side of the engine-room.

After he had seen there was light, he went up. The two group lights were at the bottom of the engine-room, and when he got down the lights were burning. He did not take any notice whether other lights on the ship were burning. Holes, at the time, were being drilled in the ship by electricity supplied by the Dock Company. He examined the place where the holes were being drilled and found that the current was on. Lamps were also supplied to the boiler-makers for them to work with. There were lights burning in the first, second and third holds when the boiler-makers were working.

Once examined, witness said he saw five bulbs alight altogether. He did not agree that sometimes the fitters had to use candles as well as electric light. He had never seen candles used on board a ship.

In answer to Mr. Looker, witness said that there was one circuit and when one power was alight the whole was. He was in the forehold when the ship was on fire. There was an electric light in the hold he was in.

A Portuguese, named Oelbo, an apprentice in the Dock Company, said he went aboard the Palaton twice before the fire, and on each occasion he went into the engine-room and the store-room. He saw a tank with cotton waste. It was a tank with cotton waste. It was about a third full, and contained used and unused waste. There was a shelf in the tank, which was dirty and oily.

Once examined by Mr. Jenkins, witness said he went on the ship to take away gear which might be stolen. They were using candles when in the store-room.

Mr. Forsyth, assistant engineer employed at the Dock Company, said he had been employed at the Docks about three years, and before that had been chief engineer on various steamers. He was supervising the work on the Palaton. An order was issued by the Dock Company for electric light to be laid on. Witness gave instructions to the No. 1 fitter to uncouple the engine forming the day before the fire. Originally, the Palaton belonged to a German firm; and she had been taken over by the Admiralty for use as a distilling ship. The Dock Company were about to convert her into an oil ship. The electric lights, before the day of the fire, were all right. The two group lamps in the engine-room had wire attachments and could be moved anywhere about the room. On the morning of the fire he was on the ship at about 7.30. He attended by the engine-room after along with the steering gear. He looked down by the machinery, and to the best of his belief, the light was burning. He did not think anyone had had occasion to work at the bottom of the engine-room before the day of the fire. On the morning of the fire he went down to measure a pipe, and to look at some steering gear, and then he went up. He did not see anyone near the candles. He went up to a ship at the other end of the yard, and when he got there he heard that the Palaton was on fire. He went back and found the boiler-makers playing on the coal-bunker. He looked down the hatch of the coal bunker and saw it was full of cotton waste and saw it was full of cotton waste. The first thing that struck him

was that the whole of the coal bunker was blazing. His impression then was that the fire had started in the coal-bunker, and he asked some one if that was where the fire was. He was answered that the engine-room was on fire as well, and, on going to see, he saw there was dense smoke issuing forth. Tying a handkerchief round his mouth he endeavoured to get down into the engine-room with a hose. It was some considerable time before they got down to the corner, but when they did so they found that the oil tanks were ablaze. More hoses were procured, and the fire was put out. It took them probably about two hours to put it out. Later he made an inspection of the base where the fire had started. The store had burned away, the tanks had been left standing in their original position, but oil was dripping from the tanks—lubricating oil and kerosene.

After the water had been got out, a lot of charred wood was found, besides oily matter round the top of the tank, when he first went down, the deck under the coal bunker was all buckled up. The beams were all twisted, as well as some frames on the side of the ship. The fan engine showed traces of fire, and the fan casing was buckled. It occurred to him that the fire had been forced on the plate directly under the coal bunker between the decks. He could smell kerosene oil quite plainly after he had had the place pumped out. He looked down at the coal bunker which he had taken out and put on shore, and saw that some of it had not been burned at all, but 50 per cent. of it would be of no further use. About 35 tons were taken out. When an oil ship came in, the men were given instructions that no man had to go down with a naked light. This was only respecting an oil ship. It was a common thing for candles to be used on an ordinary cargo ship. It would not be an easy thing for a workman accidentally to set alight the wooden fan frame work. It would take some time; they had coal above the store, which had been in the bunkers for some time, and it would be from six to seven feet deep. That coal might have been ignited by spontaneous combustion, heated the between deck plate it was resting on, and caused an explosion of any gases that might have been emitted from the tanks in the store-room. He had had experience of coal heating in bunkers on two occasions, and catching fire on a ship. The only way to account for it was through spontaneous combustion. Explosions had taken place in the casing owing to coal gas. The fan might have been standing for some time, and very fine coal dust and soot might have lodged in the casing, have generated heat, created a gas, and become ignited by a fresh current of air coming in—probably through the opening of a smoke box. Cotton waste, as witness knew, was very inflammable, whether it was used or unused, and the chances were that if that there were a leakage from kerosene tanks the lighting of the ship might cause it to go on the cotton, which would probably be damp, as a lot of waste always was, and if kerosene oil dropped on it, heat might have been caused, and then the stuff catch fire. An oil tank might have been leaking and gas might have congregated at the top of the store. The combination of two gases might cause an explosion.

Once examined by Mr. Jenkins, witness said he had not discussed causes of fire with experts. From the different tanks he might find two different kinds of gas, which might cause an explosion.

Commander Beckwith:—A little slower, Mr. Jenkins; we have not quite fixed up the game.
Mr. Jenkins:—They are Mr. Forsyth's gases; not mine.
Witness went on to say that he did not think there would be much gas from lubricating oil although he had known it. All gas went up.
Mr. Looker:—Legal game go up.
Mr. Jenkins:—That is a job you have just nibbled from me, Mr. Looker.
Witness said the gases had to go up to the foremast deck plate before an explosion could occur. There was no evidence that there was

MOTOR CAR FATALITY.

Inquest This Afternoon.

Mr. J. R. Wood held an inquest at the Magistrate's Court this afternoon into the circumstances attending the death of a Chinese named Chan Kai, which resulted from injuries received from being knocked down by a motor car on Bowring Road Bridge on November 24, about 8 o'clock in the morning.

A Chinese constable said he was deceased carrying a large bundle of clothing on the bridge, going from west to east. When the car was about 150 feet from deceased he heard the horn sound. The vehicle knocked the man down and the wheels ran over him. The car was only proceeding at an ordinary speed. He could not see why the car did not avoid deceased; it did not alter its course.

Dr. Moore, Assistant Superintendent at the Government Civil Hospital, said deceased was brought into the institution in an unconscious state and died about two hours later. Death was due to fracture of the base of the skull.

An uncle of deceased said his nephew could neither hear nor see very well. Deceased was about 50 years of age.

Albert Woodall Smith, manager at Messrs. Watson's soda water factory, said that on the morning in question he was driving a motor car to the works at North Point. He had had a driver's licence for about a year. The car was a five-seater and he had driven the car twice before. At the time in question a hand truck was on the bridge proceeding in the same direction and there was an electric car coming in an opposite direction, a little way from the bridge. He did not notice any other people on the bridge except deceased, and he was going in the same direction. When he was going over the bridge, he decreased his speed to prevent running into the truck in front. Witness was watching the truck and sounded his horn. He was not quite sure whether he saw deceased; he thought he was safe, which he would have been if he had continued on in the way he was going. Witness thought when he sounded the horn it must have frightened the deceased, for he got in front of the car. Exactly what he (witness) did just at that moment he was not quite sure, but he thought he intended to swerve to the other side of the bridge. He applied the footbrake with all his might, and sounded the horn. He could not do any more. The man seemed to fall backwards over the handguard. The street car had not then entered the bridge.

Mr. Wood said he did not think that this case came within the scope of criminal law.

The jury returned a verdict of accidental death and absolutely exonerated from all blame the driver.

Mr. Wood said that he quite agreed with this view.

LATEST SHIPPING NEWS.

MOVEMENTS OF STEAMERS.

The O. P. C. S. S. MORTAGLE arrived Vancouver on Monday, the 6th Dec. at 5.00 p.m.

The F. & O. Home ward Mail Steamer MEDINA with the Hongkong Mail of the 2nd ult., arrived at Marseilles on Wednesday, the 6th instant.

any damp, rotten waste about. When he saw the electric light he was standing at the steering-room door.

Evidence was given by Mr. A. J. Labell, Assistant Government Analyst, regarding the inability of coal lying in a heap getting heated; of kerosene, of giving off gases; and of cotton waste being liable to spontaneous combustion.

The inquiry was again adjourned.

GENERAL SHIPPING NEWS.

Subsidies for Norwegian Coasting Trade.

It is reported that applications for increased Government subvention of the Norwegian shipping companies engaged in the home coasting trade have reached a total of 2,000,000k. more than last year. So far 3,573,000k. have been granted for the present season.

Winter Service of China Coast Lines.

The following notice, in connection with the Winter Service of Coasting Lines, has just been issued in Tientsin: Shippers are hereby notified that, on and after December 10, the undermentioned Companies Freight Tariff will be increased by 25 per cent. until February 28, 1917. This increase will apply to all steamers clearing at the Custom House on and after December 10. Jardine, Matheson & Co., Ltd., Agents Indo-China Steam Navigation Co.; Butterfield and Swire, Agents China Navigation Co.; and The China Merchants S. N. Co.

Experiences of "City of Nagpur."

The City of Nagpur arrived in Calcutta November 6. The following account of the rescue of the passengers and crew of the City of Nagpur was supplied to the *Englishman* by an eye witness:—On October 11th at 4 p.m. a steamer was seen at a standstill with her head to the northward directly ahead of the City of Nagpur. At 4.10 smoke was seen coming from her bow, and it could plainly be seen that she was sinking by the head, stern rising out of the water. Wireless calls were at once sent out by the City of Nagpur and a sharp look-out was kept for hostile submarines. At 4.40 the steamer was seen to dip her bow under and her whole stern, showing propeller, rudder, and keel, almost to the mainmast, rose high in the air and she slipped slowly to her last resting place beneath the waves. By five the City of Nagpur was on the spot, engines were to "stand by" and all preparations were made to pick up some of the many people who could be plainly seen floating about on rafts and wreckage and in the boats. The City of Nagpur was on the voyage from Birkenhead to Colombo and Calcutta, with general cargo and 149 passengers. It was very evident that the sinking of the steamer was the work of a submarine although none was at any time seen by anyone on the City of Nagpur. A very careful double look-out was kept as the spot was searched and ropes, ladders and heaving lines were lowered to the water at 5.30 so that as the steamer went past the rafts, wreckage, etc., the men could jump to the ship's side, each one holding a line. This method was adopted as the safest way, as had the City of Nagpur been stopped, she might have met the same fate as the steamer whose people she was endeavouring to rescue. The first raft which approached held five men; four were hauled up the ship's side but the fifth fell just as willing hands were outstretched to pull him over the rail and was seen to float astern as the steamer passed. Quickly the ship was turned, another raft was approached and three men lifted from it by the ropes, then the men from the first raft again caught a rope, but being exhausted fell into the sea for the second time. A boat propelled with planks and buckets was next approached, and the men taken from it, eighteen in all, which included the captain of the lost vessel, who on coming aboard reported the steamer to be the *Crossbill* of Glasgow, a fine liner of 3,126 tons, owned by Macbeth and Co., with 113 French soldiers and about 600 males. He further stated that he had been torpedoed at about 4.55 p.m. that day and as the steamer did not sink the submarine returned at about 3.45 and coming to the surface fired at night eight shells into the fore part of the vessel. To facilitate the work of rescue, a life boat was lowered and sent away with an officer in charge to pick up men from the water, while the steamer staggered about, never stopping, so that no opportunity was given to the submarine to claim a second victim.

Swatow Shipping.

The total of the shipping entered and cleared at Swatow during the quarter ended June 1916 was 3,323 vessels of 765,432 tons, a decrease of 229 vessels and 15,950 tons over the same period the previous year. Of the total 537 vessels of 657,796 tons were ocean steamers which was a decrease of 14 vessels but an increase of 22,708 tons. The percentages of the total were 71.4 British, 15.2 Japanese, 5.8 Chinese, 4.8 Norwegian, 2.2 Dutch and 0.6 Danish and French.

China Coast Gazette.

Mr A. Fillingham, from reserve, has gone chief officer, Tamsui. Mr G. A. Phillips, chief officer, Tamsui, is on leave. Mr F. H. Locks, from reserve, has gone second officer, Yungchow. Mr E. M. Hynd, second officer, Yungchow, has gone acting chief officer, Kiating. Mr H. P. Hope, chief officer, Kiating, has gone chief officer, Sunning. Mr B. Pogell, second officer, Tuguehwa, is on reserve. Mr H. Macmillan, from reserve, has gone second officer, Tuguehwa. Mr A. G. Anderson, chief officer, Tuguehwa, has gone on service in Mesopotamia. Mr G. Chapman, chief officer, Shaf, has gone on service in Mesopotamia. Mr W. Roberts, from leave, has gone chief officer, Tuguehwa. Mr P. Jowitt, chief officer, Fooksing, is on leave. Captain G. F. Matthews, of the Loongang, has gone master, Hopang. Captain O. A. Robertson, of the Hopang, has gone master, Loongang. Mr W. A. Dawson, fourth officer, Hongkong, has gone third officer, same ship. Mr T. J. Wells, second officer, Kienah, has resigned. Mr T. Maddock, third officer, Albina, has resigned. Mr F. O. Novot, has been appointed third officer, Albina. Mr J. M. Anderson has been appointed chief officer, Albina. Mr L. E. Gattormsen has been appointed chief officer, Taisan. Mr J. Chalmer, chief officer, Taisan, is on leave. Mr O. D. Mertens, chief officer, Oles, has resigned. Mr A. C. Wylie has been appointed third officer, Hutan. — *Shipping and Engineering.*

Shipowners and the International Convention.

The *Journal of Commerce* says:—The remarks which we made in yesterday's issue on the above-mentioned matter have enabled a valued correspondent to draw attention to another point which the International Convention rules lay down in respect of ships building under the rules. They introduce a large number of extra valves and gearings. The matter is dealt with in a very short space by the Bulkheads Committee, but in working up the details in the drawing office it is found that quite a number of extra fittings are required. In the first place, discharges led through the ship's side from spaces below the margin line must be fitted with efficient and accessible means for preventing water from passing inward. It is permitted to have either one valve fitted with means for working it at distance, or two valves without such gear, one of these valves being always accessible. This, of course, particularly applies to the discharge from scuppers in lavatories and soil pipes. If a lavatory is situated below the margin line it must of necessity have its discharges led through the ship's side below the margin line. This will, in general, include practically all the lavatories in the ship. It means either that all the valves at the outboard end of the discharge pipes must be doubled or that they must be geared up to some higher position in the ship. Even if the valves are doubled, the second valve must in all cases be above a deck, the underside of which is at least 7 ft. above the load waterline, and if only one valve is fitted the gearing to it must be capable of being worked above the same deck. This means, in all modern ships, that even large vessels, that the second valve or the means of working the single valve must be above the bulkhead deck. In a ship with a large amount of passenger accommodation and numerous lavatories, this will really mean

that a good deal of complication to the discharge arrangements is introduced by these rules. With regard to ash and slop shoots, special arrangements will usually be necessary under the new rules. Galley, pantries and other service rooms, as well as the outboard openings of ash shoots are usually below the bulkhead deck, and this means in practice that they are just above a deck which is not 7 ft. above the load waterline. This means that the outboard openings will have to be provided with watertight valves; these will be of quite a good size and expensive, and further expense will be entailed by gearing them to a position above the bulkhead deck. These are items which should be considered by the shipbuilder when he is tendering for a new vessel under the rules, and are among those which might easily be overlooked if he is not thoroughly conversant with them.

Transfer of British Ships.

The new regulations governing the transfer of mortgage of British vessels to other than British subjects have been made more stringent by the new amendments to and extensions of the British Ships (Transfer Restriction) Act 1916, which make it illegal to transfer or mortgage a British ship, without the consent of the Board of Trade, to a corporation the majority of the shareholders in which are not British subjects or even in the case of British subjects who exercise their voting power directly or indirectly on behalf of persons who are not British subjects. It is further enacted that where an owner or mortgagee of a British ship ceases to be a British subject or becomes a foreign controlled company the ship shall become liable to forfeiture by the British Government. The amendments to the original Act of 1916 are as follows:—The expression "foreign controlled company" means any corporation:—(a) Where the majority of the directors, or persons occupying the position of directors by whatever name called, are not British subjects; or (b) Where the majority of the voting power is in the hands of persons who are not British subjects; or who exercise their voting powers directly or indirectly on behalf of persons who are not British subjects; or (c) Where the control is by any other means whatever in the hands of persons who are not British subjects; or (d) Where the executive is a foreign controlled company, or where the majority of the executive is appointed by a foreign controlled company. A corporation shall not be deemed to be a British subject for the purposes of this section unless it is established in and subject to the laws of some part of His Majesty's Dominions or of some Principal Place of Business therein. The Board of Trade may require any person who is the owner or mortgagee of a British ship, or who applies to be registered as the owner or mortgagee of a British ship, to furnish to the Board such particulars as appear necessary to the Board for the purpose of ascertaining whether or not that person is, or is a trustee for, or otherwise represents, a foreign controlled company, and, in the case of a corporation, may also require the secretary, or any other officer of the corporation performing the duties of secretary to furnish such particulars. If any person fails to supply such particulars as it is in his power to give when required, or furnishes particulars which are false in any material particular, he shall be guilty of a misdemeanour. Where, after the passing of this Act, any person who is the owner or mortgagee of a British ship ceases to be a British subject or becomes a foreign controlled company, that ship, or, in the case of a mortgagee of a ship, the interest of the mortgagee, shall be subject to forfeiture under Part I of the Merchant Shipping Act 1894, in like manner as if the ship were a British ship, and reference to a ship shall include a reference to a share in a ship. The principal Act and this Act shall have effect during the continuance of the present war and a period of three years thereafter. — *Exchange.*

Reverting to Suez Route.

The Netherlands Steamship Company and the Rotterdam Lloyd intend to revert to the Suez Canal route for their mail steamers from the middle of February next. One reason for this decision is that the route round the Cape is too long, and the number of available ships is found to be insufficient to meet the demands of the passenger services. A further reason is that the facilities for coaling at Port Said and Suez have much improved.

Ten For Ten.

Liverpool, Nov. 3.—The great meeting at the Baltic yesterday in favour of the principle of claiming from Germany as one of the terms of peace that there should be handed over to this country an amount of enemy merchant tonnage at least equivalent to that of the Allies illegally sunk during the war, was indicative of the almost universal feeling which exists in this country in favour of such a proposal. There is no want of recognition amongst the commercial classes of the country that conditions of peace must be left entirely to the discretion of the executive which is fired with the responsibility for arranging them, but such gatherings as that so successfully held at the Baltic are nevertheless of the greatest possible public utility. It often happens that the Government of the day is not completely in touch with the ideas and aspirations which move the nation as a whole, and for the fulfilment of which the people are ready to sacrifice even apparently greater political advantages. The play of our Constitution does not allow in all cases of the real wishes of the country being even known to those who are its rulers for the time being, and though if public opinion is strong enough in the United Kingdom it is certain ultimately to prevail, there is often quite unnecessary delay in the recognition by the authorities of the real trend of the people's will. In this case the instinct of the commercial classes of the country in regard to the "ton for ton" policy must on the least consideration be shown to be absolutely right. Quite apart altogether from the moral effect of the declaration of such a repudiation by the Government on the ruthless plan of campaign now being pursued by Germany, the question of the probable lack of tonnage after the war is over is one of all of concern and gravity to the shipowners and traders of country, and commercial men are fully justified in asking the Government with what scheme they propose to meet the difficulty as an alternative to the "ton for ton" suggestion.

This is a matter which affects vitally the whole future prosperity of the country. So far from being founded as the recent public manifestations in favour of the proposal, the Government should hail with satisfaction the universal acquiescence in a principle which is eminently practical in its nature, and which, by its adoption, will relieve the public mind from an anxiety the existence of which cannot be ignored. It may be that there is undue nervousness on this particular point, and that the Government can easily reassure the public as to the possible effect of Germany's submarine campaign on our future commercial preponderance at sea, but so far there has been no attempt to give these explanations, and in these circumstances the attitude of our men of business is completely justifiable. The enormous shipbuilding possibilities of this country would no doubt have the effect of gradually but surely bringing our merchant marine up to its former relative strength no matter how many of our vessels are sunk, but the loss of our goodwill in many of the most important trades of the world cannot be replaced by this method. In the same way the large profits recently made in the shipping business will be repeated on a far greater scale when in time of peace our shipowners will have to compete just as much as before the war with their German competitors, but here again it must not be forgotten that far greater profits are daily being reaped by neutral shipping when in time of peace our shipowners will have to compete just as much as before the war with their German competitors.

HONGKONG SHARE REPORT.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES.

BANKS.	
Banks	n. \$730
MARINE INSURANCES.	
Cantons	n. \$400
North Chinas	n. \$152
Unions	sa. \$925
Yangtszes	n. ex 78 \$255
FIRE INSURANCES.	
China Fires	n. \$158
H. K. Fires	b. \$376

SHIPPING.

Douglases	n. \$121
Steamboats	b. \$212
Indos (Def.)	b. \$139
Indos (Pre.)	b. \$46
Shells	n. 104-1
Ferries	a. \$58

REFINERIES.

Sugars	sa. \$128
Malabons	b. \$37

MINING.

Kallans	n. \$6-
Langkats	b. \$20
Raubs	n. \$2.5-
Trochus	n. \$0-
Urals	n. \$2.9-

DOCKS, WHARVES, GODOWNS, &C.

H. K. Wharves	sa. \$85
Keelwood Dock	b. \$104
Shai Docks	b. \$87

LANDS, HOTELS AND BUILDINGS.

Centrals	n. \$101
H. K. Hotels	n. \$115
Land Invest.	n. \$109
Hphreys Est.	n. \$6.90
K'loon Lands	n. \$35
Shai Lands	n. \$1.91
West Points	n. \$85

COTTON MILLS.

Ewos	n. \$1.80
Kung Yiks	b. \$1.14
Shai Cottons	b. \$1.14
Yangtzepeos	n. \$6

MISCELLANEOUS.

Borneos	n. \$84
China Light & P.b.	n. \$4.75
Providents	b. \$3.80
Dairy Farms	sa. \$351
Green Islands	b. \$11.75
H. K. Electric	n. \$58
H. K. Ice Co.	n. \$1.80
Ropes	n. \$341
Steel Foundries	b. \$94
Trams, Low Level	n. \$7.00
Trams, Peak, old	n. \$0
Trams, Peak, new	b. \$1
Laundries	b. \$31
U. Waterboats	n. \$17.00
Watsons	b. \$6.75
Wm. Powells	n. \$6.50
Morning Posts	n. \$29

CORRECTED TO MOON FRIDAY.

DECEMBER 8, 1916.

BENJAMIN & POTTS,
Share and General Brokers,
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.

T/T	2/3 3/4
Demand	2/3 15/16
30 d/s	2/4
60 d/s	2/4 1/4
4 m/s	2/4 3/16
T/T Shanghai	Nom.
T/T Singapore	9
T/T Japan	108
T/T India	172 1/4
Demand, India	172 1/4
T/T San Francisco	55 1/4
co & New York	55 1/4
T/T Java	133 1/4
T/T Marks	Nom.
T/T France	322 1/4
Demand, Paris	323

BUYING.

4 m/s. LJO	2/4 11/16
4 m/s. D/O	2/4 13/16
6 m/s. LJO	2/4 15/16
30 d/s. Sydney & Melbourne	2/4 15/16
30 d/s. San Francisco	56 1/4
Isco & New York	56 1/4
4 m/s. Marks	Nom.
4 m/s. France	324 1/4
6 m/s. France	329 1/4
Demand, Germany	—
Demand, New York	55 1/4
T/T Bombay	—
Demand, Bombay	172 1/4
T/T Calcutta	—
Demand, Calcutta	179 1/4
Demand, Manila	110 1/4
Demand, Singapore	92
On Balapong	334 1/2 prem.
On Balgon	314 1/2 prem.
On Bangkok	66 1/4
Soverign	8 1/2 Nom.
Gold Loan, p.m.	324 1/4
Bar Silver, p.m.	35 1/4

SUBSIDIARY COINS.

Chinese, 20 cts piece	\$1.47 1/2
Chinese, 10 cts	1.47 1/2
Hongkong, 20 cts piece	1.47 1/2

BANKS.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS Received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

NOTICE.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

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